

<b>RTIP ID#</b> <i>(required)</i> SBD31808				
<b>Project Description</b> <i>(clearly describe project)</i> I-10 at Riverside Avenue (PM 18.7-20.8), 2.1 km west of Riverside Avenue to 1.3 km east of Riverside Avenue. Modify interchange from 4 to 9 lanes (including turn lanes) from Slover to Valley and add auxiliary lanes and operational improvements.				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Reconfigure existing interchange.				
<b>County</b> SBD	Narrative Location/Route & Postmiles: Riverside Avenue/I-10 Interchange, PM 18.7/20.8). The project limits along Riverside Avenue extend from approximately 640 meters (2,099 feet) south of the interchange to approximately 100 meters (328 feet) north of Valley Boulevard.  <b>Caltrans Projects – EA#</b> 422301			
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b> Mario Amancio, PE	<b>Phone#</b> (909) 388-7182	<b>Fax#</b> (909) 383-5929	<b>Email</b> mario_amancio@dot.ca.gov	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> x <b>PM10</b> x				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
X	<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>
<b>Other</b>				
<b>Scheduled Date of Federal Action:</b>				
<b>Current Programming Dates</b> <i>as appropriate</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	10/02	04/01	01/07	09/07
<b>End</b>	12/06	07/07	07/07	12/09
<b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i> The purpose of this project is to improve the existing traffic level of service for the interchange and to provide adequate levels of service through the year 2030 at the freeway ramp intersections with Riverside Avenue and at the Valley Boulevard intersection with Riverside Avenue, 180 meters (590 feet) north of the freeway.				

<p><b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i></p> <p>The land uses north of I-10 on Riverside Avenue consist of primarily commercial retail developments. South of I-10 on Riverside Avenue is a mix of industrial and commercial developments.</p>
<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>LOS F/F, Total AADT = 200,000*, Truck AADT = 20,000* (10%), Year 2004, Along I-10</p> <p>* These traffic volumes apply to both the No Build and Build Alternatives.</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>LOS F/F, Total AADT = 251,582*, Truck AADT = 25,158* (10%), Year 2030, Along I-10</p> <p>* These traffic volumes apply to both the No Build and Build Alternatives.</p>
<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p>LOS F/C, Total AADT = 44,180*, Truck AADT = 4,992 * (11.3%), Year 2005, Along Riverside Avenue</p> <p>* These traffic volumes apply to both the No Build and Build Alternatives.</p> <p><b>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p>LOS F/C, Total AADT = 60,900*, Truck AADT = 6,882* (11.3%), Year 2030, Along Riverside Avenue</p> <p>* These traffic volumes apply to both the No Build and Build Alternatives.</p>
<p><b>Describe potential traffic redistribution effects of congestion relief</b> <i>(impact on other facilities)</i></p> <p>See attached analysis</p>
<p><b>Comments/Explanation/Details</b> <i>(attach additional sheets as necessary)</i></p> <p>See attached analysis</p>

## Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) Analysis

The proposed project is within a nonattainment area for federal PM<sub>2.5</sub> and PM<sub>10</sub> standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project. The proposed project is an interchange reconstruction project that does not increase the capacity of I-10. This type of project improves freeway interchange operations by reducing traffic congestion and improving merge operations. Based on the *Traffic Operations Analysis* (LSA Associates, Inc., October 2003) and the *Draft Supplemental Traffic Operations Analysis* (LSA Associates Inc., September 2006), the proposed project would increase the capacity of Riverside Avenue. However, the traffic volumes along Riverside Avenue would not exceed the 125,000 average daily trips threshold for a POAQC. In addition, although the truck traffic percentage would exceed eight percent the total truck ADT would remain below the 10,000 vehicle threshold for POAQC. The proposed project is not anticipated to result in any increases in traffic volumes along Riverside Avenue. The future traffic volumes along Riverside Avenue are shown in Table A.
- ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Operations Analysis* and the *Draft Supplemental Traffic Operations Analysis*, the proposed project would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables B, C, and D.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.

**Table A: 2030 Average Daily Traffic Volumes**

Roadway Link	Without Project Traffic Volumes	With Project Traffic Volumes
Riverside Avenue north of Valley Boulevard	27,000	27,000
Riverside Avenue between Valley Avenue and Westbound I-10 Ramps	60,900	60,900
Riverside Avenue between Westbound I-10 Ramps and Eastbound I-10 Ramps	55,900	55,900
Riverside Avenue between Eastbound I-10 Ramps and Slover Avenue	48,700	48,700

Source: LSA Associates, Inc., September 2006.

**Table B: 2025 without Project Intersection Levels of Service**

Intersection		A.M. Peak Hour			P.M. Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1.	Riverside Avenue/Valley Boulevard	0.93	43.7	D	46.5	0.90	D
2.	Riverside Avenue/I-10 WB Ramps	1.47	157.6	F	31.5	1.03	F
3.	Riverside Avenue/I-10 EB Ramps	0.92	23.0	C	135.6	1.34	F

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

**Table C: 2025 with Project Intersection Levels of Service**

Intersection		A.M. Peak Hour			P.M. Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1.	Riverside Avenue/Valley Boulevard	0.80	27.5	C	0.79	27.1	C
2.	Riverside Avenue/I-10 WB Ramps	0.90	27.4	C	0.65	14.6	B
3.	Riverside Avenue/I-10 EB Ramps	0.66	14.3	B	0.94	34.4	C

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

**Table D: 2030 with Project Intersection Levels of Service**

Intersection		A.M. Peak Hour			P.M. Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1.	Riverside Avenue/Valley Boulevard	0.79	26.0	C	0.80	32.6	C
2.	Riverside Avenue/I-10 WB Ramps	0.52	16.4	B	0.53	18.7	B
3.	Riverside Avenue/I-10 EB Ramps	0.62	17.6	B	0.66	21.1	C

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service